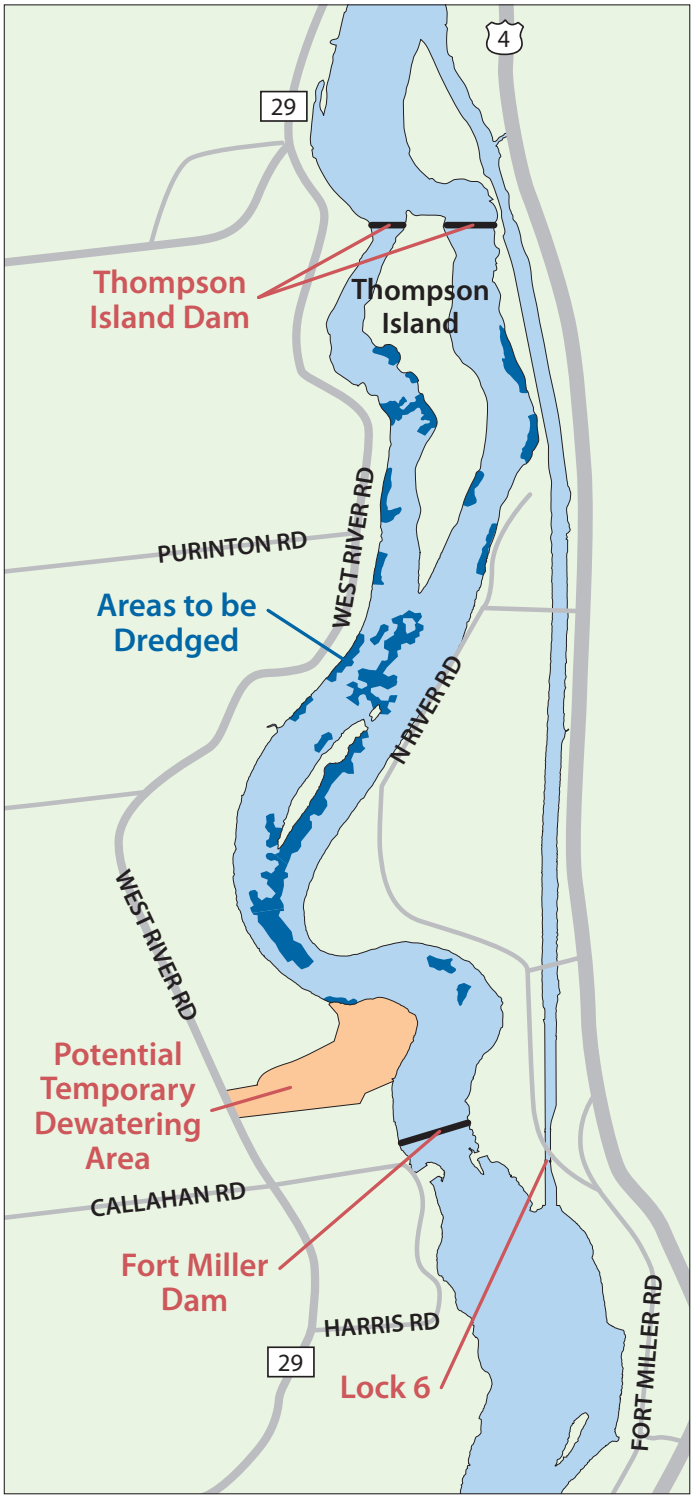
Plans to Dredge & Place Backfill in the Land-Locked Section of the Upper Hudson River

The area of the Hudson River south of Thompson Island Dam and north of Fort Miller Dam poses unique challenges for dredging and backfilling. This area, referred to as the land-locked stretch of river, is not accessible to river vessels due to the presence of these dams. Therefore, in order to remove PCB-containing sediments targeted by the U.S. Environmental Protection Agency (EPA) for removal, and place backfill once dredging is completed, an innovative solution is needed.

GE has been working with EPA to evaluate options and develop a unique design for this area. A draft design report has been submitted to EPA for review and approval. Within the next month, GE will select a contractor to implement the work to be performed in this 2.3-mile stretch of river.

Once selected, GE and its contractor will further refine the approach to dredging and backfilling here. These details will be contained in a revised final design report and work plan that will be submitted to EPA for review and approval early next year. We anticipate dredging and backfilling will be performed in the land-locked area in the 2014-2015 timeframe.



In The River During Dredging

Approximately 160,000 cubic yards of sediment (covering about 29 acres of river bottom) will be removed during dredging in the land-locked stretch of river. These areas are illustrated in dark blue in the map on page 1.

Dredging will start at the northern end of this area, south of Thompson Island Dam, and progress south to Fort Miller Dam. Dredging will be conducted by mechanical dredges with clamshell buckets designed for environmental dredging. These are similar to the buckets used for dredging other areas of the Upper Hudson River. Each dredge will be mounted on a flat deck barge. One to two dredges will work simultaneously. Dredged sediment will be placed in small hopper barges. Once loaded, the hopper barges will be pushed by tugboats to a shoreline location for unloading.

After dredging, clean material will be placed over the top of dredged areas. The clean material will be acquired from local or regional pits and quarries and will be transported by truck to a temporary staging area on-shore. From there, the material will be loaded onto barges, which will be pushed by tugboats to dredged areas.

A habitat replacement and reconstruction program will be conducted, as is currently performed in dredged areas outside the land-locked stretch of river. Aquatic vegetation, wetlands and riverbank habitats will be replaced or reconstructed. A variety of submerged aquatic and wetland species will be planted in certain dredged areas, while other areas will be allowed to recover naturally.

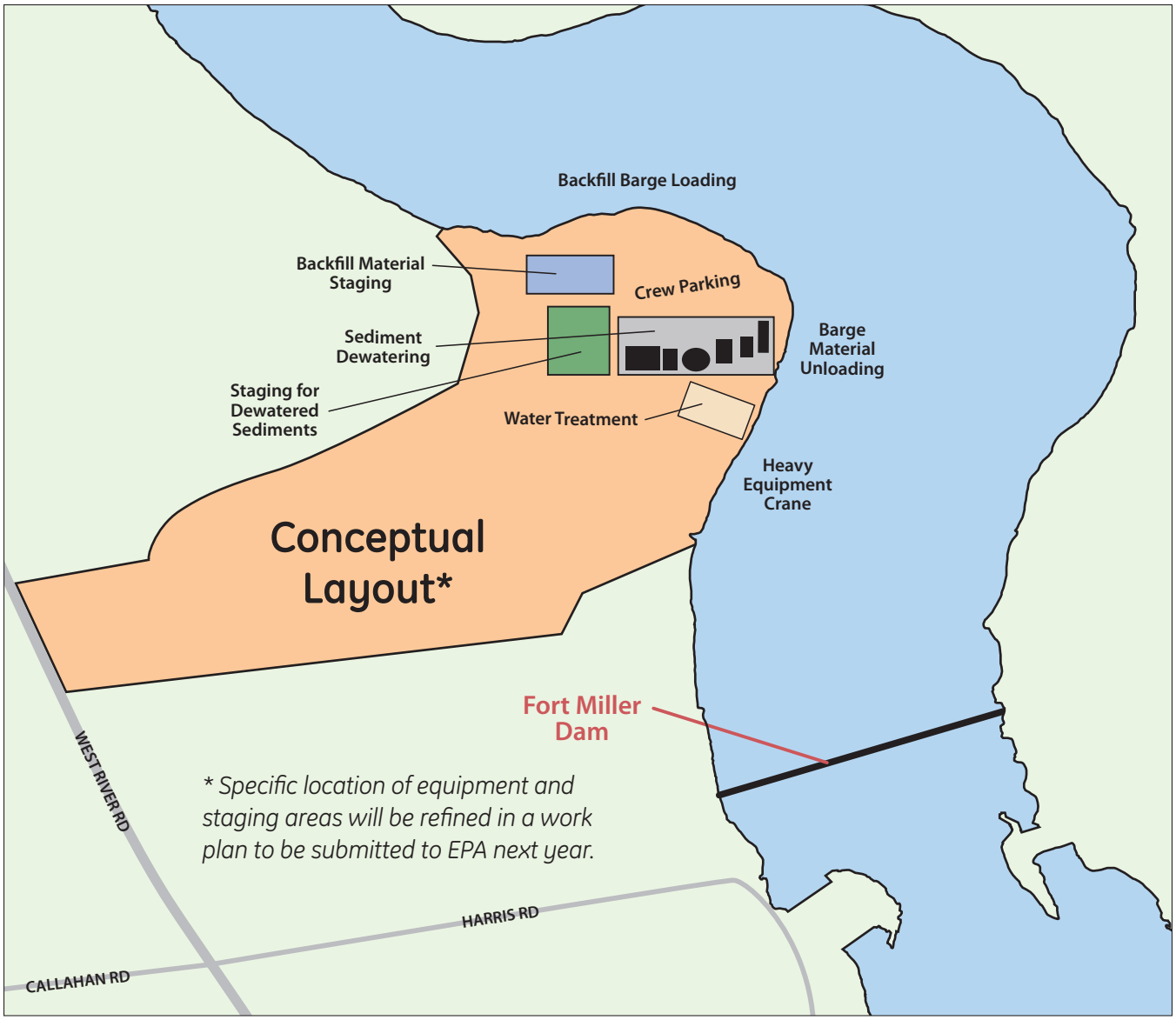
Temporary On-Shore Dewatering Area

The dredging of the land-locked area requires a shoreline support property to launch equipment from, load and off-load materials, and support the operations. An evaluation of properties around the land-locked section resulted in identification of 26 acres of vacant riverfront property located on West River Road in Northumberland, just north of Harris Road to potentially serve as the support property. Prior to the start of dredging, temporary sediment dewatering and water treatment equipment will be installed on the site. It is also recognized that portions of this site may have historical significance, therefore use of certain areas of the site have been restricted to avoid potential impact to any cultural resources that may be present on the site.

Site preparation and equipment installation will begin after EPA approves a work plan for the area, which could occur as early as Spring 2014. Once initiated, it will take approximately two to three months to prepare the property for support of dredging activities.

The following areas are envisioned on the site at this time. More details will be available in a work plan, which GE will submit to EPA early next year:

- A crane for moving barges, dredges and other vessels in and out of the river;
- A sediment barge unloading area;
- A backfill barge loading area;
- A sediment dewatering area;
- A water treatment area;
- Crew parking lot;
- Backfill staging area; and,
- Equipment staging area.



The use of the dewatering and support area is temporary. Once work in the land-locked section is completed all equipment and improvements to the dewatering and support areas will be removed and the site will be restored.

At the Temporary Dewatering Area During Dredging

As with dredging, this facility is expected to operate 24 hours a day, six days a week, under normal conditions.

At the unloading area, dredged sediment will be unloaded from barges by an excavator on a flat deck barge or on shore. Large debris such as rocks and tree limbs will be sorted out. The remaining sediment will be sorted to remove additional debris and then dewatered.

Water collected during dewatering, along with rain that falls on material handling areas, will be collected for treatment. After treatment, water will be discharged back to the river. Discharged water will be monitored to verify compliance with New York State's discharge requirements.

Performance Standards

All the work will be carried out in accordance with EPA's strict Quality-Of-Life Performance Standards. EPA will be performing oversight of all the work and will approve any operation. These standards address noise, lighting, odor and air quality. An extensive monitoring program has been developed to assess project compliance with these standards. All data is submitted to EPA and posted on EPA's project data website at www.hudsondredgingdata.com.

Transportation and Disposal

Dewatered sediments and debris will be loaded from temporary staging areas to trucks for transport to the existing processing, treatment and transportation facility in Fort Edward. There, the material will be loaded into railcars and shipped out of New York State for disposal.

Transport routes for trucks leaving the property with dewatered sediments, or for trucks entering the property with clean backfill materials, will be described in the upcoming work plan. However, it is anticipated that trucks will travel to the closest designated truck routes — Route 32 in Northumberland or Route 4 in Fort Miller — as soon as possible.

Keeping Informed

GE is keeping the public informed of progress on the project, with information on a project website at www.hudsondredging.com and through a phone line which is staffed 24/7 by project personnel to answer questions and evaluate concerns.

To find out more about the Hudson River Dredging Project:

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